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## NOTICE TO CORRESPONDENTS.

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All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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BIRTH.  
On the 24th November, the wife of I. P. NALIN, of a daughter.

HONGKONG OFFICE: 10A, DES VUEX ROAD C  
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## The Daily Press.

HONGKONG, NOVEMBER 25TH, 1908.

The idea is very commonly entertained that the white man cannot live and thrive in the tropical regions of the earth under any other than what have been termed "aristocratic conditions,"—that is to say conditions similar to those prevailing in India and the Far East where the white races supply the brains, the capital and the organising power and leave the unskilled and manual labour to be done by the indigenous races. This belief, we notice, has recently been strongly attacked by an Australian physician, Dr. T. P. Macdonald, who has lived and practised for many years in the hottest parts of Queensland. In a lecture delivered at the London School of Tropical Medicine he affirmed most emphatically that there is no essential reason why a white Northern race should not flourish in the hottest and most "tropical" parts of the country. The Doctor's interest in the subject was apparently excited by the alleged existence in Japan of a party which is strongly of opinion that the Japanese race is ultimately destined to colonise and control a large portion of Northern or tropical Australia, while in Europe there is said to be an "easy feeling" that the island-continent is not adapted by Nature for the production or continuance of a vigorous white race. Dr. Macdonald says that the recent history of Australia supplies an unanswerable refutation of this theory. "In Australia,"

he says, "opposition to the main contention of the people that they could and would perform all work of a tropical nature in Queensland has disappeared; the question is a thing of the past, and a deep thrill of hope has gone through the land that the Anglo-Saxon people will reach the culmination of its destiny in tropical lands." Statistics are quoted to show the enormous expansion of sugar grown by white labour in Queensland, from some 221,776 tons in 1903 to no less than 1,197,435 tons in 1906;—a wonderful advance for four short years. Various reasons have from time to time been set forth by medical scientists to support the view that tropical climates are inimical to the white man, and the pigmentation of the skin of the tropical races has been regarded as the last word on the subject. What, it is asked, is this pigment, but a God-given protection from the acule or short wave rays of the sun? Dr. Macdonald shows that this view will not stand investigation. In the first place we are told that it is rather a staggering blow to this assumption to note that the average temperature of Japan is the same as that of England, and that not a scrap of the islands of Japan extends into the tropics. "They are a non-tropical race, and as such can claim no climatic or peculiar fitness for occupying any tropical or sub-tropical region." We think this conclusion is open to argument. While it is true that Japan is not a tropical country, and while it may also be true that the average temperature of Japan is the same as that of England (a statement which we cannot at present accept as applying to Japan as a whole) it must be allowed that the summers of Japan are far better samples of "tropical" weather than England can furnish. We doubt if Dr. Macdonald would get from anyone who has lived in Japan—at all events in Central Japan—any support for his assertion that the English agricultural labourer is equally as well qualified as the Japanese so far as climatic experience goes for work in tropical countries. He certainly is not. Reverting, however, to the colour question, Dr. Macdonald's observations are that the Chinese, who are inhabitants of a country with a higher average temperature than that of Japan are nevertheless several degrees lighter in colour than the Japanese. "Again, if skin pigmentation or colour is an adaptation to sunlight, we may well ask why are the Eskimos, inhabitants of the Arctic regions, brown in colour, or the Finlanders dusky, the Indians of the American and Canadian prairies red, the Maories of New Zealand black, and the Eugenes from the icebound straits of Magellan, black, or why are some of the races of India, the so-called Dravidians, much darker in colour than many other races of India who have equally been exposed for countless generations to the same hot sun?" This seems to effectually explode the colour theory of geographical distribution. Dr. Macdonald's own theory of colour is that the pigment of the skin corresponds to the place in time of the races, the blackest skins being found in the most primitive and backward races, and that between the coal black skin of the chimpanzee, our remote cousin, and the skin of the white races there is a spectrum of colour according to the degrees of lightness of shade which correctly indicate the degree of the evolution of the race, and its distance from its remote anthropoid origin. "Pigment," says Dr. Macdonald, "is dissolved by time out of the human skin. Climate plays no part in the operation." The white races are the elder brothers of the human race "the heirs of all the ages, in the foremost files of time." This is a very interesting theory, but we fancy it is one which antiquarian research does not tend to confirm.

The final practice dance for the St. Andrew's Ball takes place at the City Hall this evening.

Several hotels at Hankow have entered into a compact under a penalty of \$100 for each infraction of the same, not to accept Chinese boarders in the hotels or to permit to sign checks for their personal requirements to the end of the present month.

It is reported by a Vladivostok despatch dated the 14th inst., that the closing of the port of Vladivostok will not take effect until next summer. The bill to sanction the closing was rushed forward but was strongly opposed by the members of the Duma representing Eastern Siberia.

Messrs. A. S. Watson & Co., Ltd., have adopted new labels bearing the firm's trade mark for their brandies and sherries, and notify in our advertising columns (page 4) that these labels will come into use from 1st December next. Fac-similes of the labels appear in the advertisement.

Mrs. Raining, residing at the Italian Convent reports to the police that while she was a passenger on the *America* which arrived in port yesterday she lost on the 21st inst. a gold finger ring set with eight diamonds, value \$350, a lady's gold scarf pin set with a pearl and twelve diamonds value \$500, a gold neck chain value \$50, the total value being \$900.

Shanghai will probably be sending a Rugby football team to play at Kobe against an all-Japan team.

The *Journal des Travaux et de Commerce* (Paris) reports the discovery of a new rubber producing tree in the mountainous regions of Northern Tongking. It is stated that this tree is an excellent species and should yield first-class rubber.

The return of visitors to the City Hall Library and Museum for the week ending the 22nd November, 1908, shows that of non-Chinese there were 338 to the Library and 236 to the Museum and of Chinese 207 to the former and 2198 to the latter. The Library was, therefore, used by 345 persons and the Museum by 2,434.

The French Mail brought news of the death in London of Professor Pegolles, who was perhaps the highest authority in the world on Japanese art; also of Dr. Cuthbert Collingwood, who many years ago published a book describing the "Rambles of a Naturalist in the China Sea." Admiral Forrest, who was Chief of Admiral Courbet's staff in Chinese waters during the troubles in 1884-5, also died last month at Cannes.

Messrs. D. W. Rodger and B. Hamilton, export and import merchants, lately trading under the style of Thomas Hamilton and Co., at 90, Cannon-street, E.C., and at Calcutta and Tientsin, have failed. The debtors estimate their liabilities at \$28,000, and attribute their failure to heavy losses on trading in China and India, and on imported goods. A trustee in bankruptcy has been appointed.

A boycott is reported in Tientsin against the Harbour, says the *Shanghai Mercury*. The ostensible grievance is that the Harbour dues are excessive, but this is not believed to be the real explanation, as opposition has been shown to Cantonese compradors and stevedores, etc. The real object of the boycott is believed to be a movement by the natives of Shanghai against the natives of other provinces—Shantung for the Shantungese. There is practically no shipping at present between Tientsin and Shanghai.

The Manila Horse Show Association will give its second annual exhibition at the Hippodrome, Wallace Field, Manila, on February 11, 12 and 13, 1909, immediately following the Carnival. The object of the Association is to demonstrate to the Filipino the good points of horses and thus encourage the breeding of the proper kind of animals. It is the intention to eclipse in magnitude the show held at Manila last year and present indications, it is stated, augur well for the success of the association's efforts.

The special announcement made by the P. & O. Company in our advertising columns that the big liner *Macdonia* (10,500 tons) is scheduled as a through mail steamer from the Far East for Marseilles and London via Bombay is of interest to the large number of residents who appear to be contemplating a trip home next summer. The *Macdonia* will leave Hongkong on March 20th. She will make a stay of 24 hours at Bombay and is timed to reach Marseilles on April 17th and London on April 24th. Information as to fares is given in the advertisement.

The British Consul-General at Manila has filed with the Governor-General a complaint of a British subject, an Indian, in Albany, to the effect that his companion in business has been assassinated and that he himself has been threatened if he does not give up certain property that he has purchased with his own money. The Governor-General at once telegraphed to the provincial governor of Albany holding him responsible for the safety of the threatened man and ordering him to see that he is given all the protection due to the lives and property of foreign subjects.

Mr. Charles Sesone, formerly Manager of Messrs. Parfite and Company, of Singapore was before the Court last week on two charges of criminal breach of trust from his employees. The sums were \$500, alleged to have been embezzled on or about January 23, 1907, and \$650, on or about January 23, 1907, and \$650, on or about May 7, 1908. The accused pleaded guilty and his counsel addressed the Court in extenuation of the offence, stating that the money had been restored to the firm. Sentence of three months' rigorous imprisonment on each charge was passed the sentences to run consecutively.

It is announced that an agreement has been arrived at between the English and the American episcopates, whereby Bishop Malony's title of Bishop in Mid-China is to be changed to that of Bishop of Chekiang—a diocese in which there are some 4,000 Chinese Christians at nearly 100 centres. An important gathering of the Chinese Bishops is planned for next March. There is a project for making the Divinity School a centre for the issue of Chinese literature. There have already passed through the school 17 native clergy, besides many native catechists and schoolmasters.

Householders cannot be too careful of loafers on their premises, whether they be dismissed servants or friends of their servants. In support of this attention has only to be drawn to the case which we reported yesterday in which a Chinese man, sentenced to six months' hard labour for stealing a gold watch and chain the property of Isaac Elias of 6 Chancery Lane. Mr. Elias reported the watch and chain and a pocket book containing \$35 as missing to the police on the 21st inst. and next morning a Chinese detective arrived at the Central Police Station holding a youth by the queue with one hand and carrying in the other the missing gold watch and chain and pocket book. Some of the money had gone to furnish the delinquent with a new outfit. The youth was, as stated, sent to prison for six months. The police are anxious that householders should see that no visitors are harboured by their servants on the premises.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]  
THE DEFENCE OF BRITAIN.

LONDON, November 24th.  
The resolution moved by Lord Roberts declaring the necessity for a land force adequate to safeguard the country against invasion has been carried in the House of Lords by seventy-four votes to thirty-four.

## OBITUARY.

LONDON, November 24th.  
Sir Ralph Littler, the well known barrister, is dead.

## NEW EDUCATION BILL.

LONDON, November 24th.  
A strong non-party committee has been formed for the support of the new Education Bill, which is expected to meet with little opposition.

## [SEVENTH'S SERVICE.]

## AUSTRIA AND SERBIA.

LONDON, November 22nd.  
Telegrams from Budapest report that Serbian troops fired across the Danube at Semendria, at some Austrian engineers who were measuring and surveying the ground.

## GERMANY.

LONDON, November 22nd.  
The Kaiser attended the centenary of the Town Hall in Berlin, where instead of the usual extemporisation His Majesty read a prepared speech handed to him by Prince Bismarck.

## THE FUNERAL OF THE GRAND DUKE ALEXIS.

LONDON, November 22nd.  
The Tsar attended the funeral of the Grand Duke Alexis; this is the first time he has appeared in public in St. Petersburg for two years.

The Tsar and the Royal Family passed within a few yards of the spectators at the funeral of the Grand Duke Alexis, and nothing would have been easier than an outrage, as His Majesty's appearance had been pre-announced. It is hoped that this presage a resumption of normal conditions.

## [FROM THE MANILA "CABLENEWS"]

## SWIFTER JUSTICE WANTED IN AMERICA.

WASHINGTON, November 19th.  
Attorney-General Charles J. Bonaparte has made a public statement in which he emphasises the vital need of swifter justice in the United States. He says that the country is suffering severely from the delay of the law, delays which have bred a contempt for law and have to a degree been responsible for the prevalence of lynching. He says that new laws must be enacted providing for the speedy trials of criminals and safeguarding the courts and the jury system against the machinations of dishonest and cunning lawyers, and the wretched fiasco which often characterises the trials of the rich and influential. The Attorney-General's plea is in line with the pronouncements of President-elect Taft who has several times publicly condemned the jury system of the United States as antiquated to impede justice.

## GREAT ISSUE OF PANAMA BONDS.

WASHINGTON, November 19th.  
Secretary of the Treasury Cortelyou has put on the market an issue of \$30,000,000 of bonds of the Panama Canal. The Secretary has waited until after the election to offer these bonds because the financial centers have been so disturbed by the late panic and then by the anti election excitement that buyers would have been loth to take them up. It is anticipated now there will be plenty of calls for the bonds.

## COMEDIAN BECOMES A LAIRD IN SCOTLAND.

It is announced from London that Harry Lauder, the famous comedian, has acquired the extensive estate of Airds, Ayrshire. Although for two years past he had mysteriously hidden his friends that he "had his eye" on a place in Scotland, the news that he had taken this historic seat had caused surprise. Airds is a fine old country place, with 4,000 acres of well-wooded grounds. For some years it has been in the possession of the well-known Liverpool family of Macfie.

In taking over Airds the comedian becomes a Scottish laird. As is generally known, Harry Lauder commenced life as a pit-boy in a coal mine, and as late as 1892 was still a collier, earning fifteen shillings a week.

His salary in this forthcoming twenty weeks' tour of the United States has now been definitely stated at £300 a week.

It is stated that the comedian has agreed to pay Robert Arthur and Messrs. Howard and Wyndham, under whose joint agencies he was to have appeared in pantomime at Glasgow, £5,000 as release money.

Prior to the departure of the troopship *Union* the Governor-General went on board and addressed a few words of farewell to the men of the Middlesex Regiment.

Yesterday a gharry accident took place near the Clock Tower. The two Chinese ponies which were drawing the vehicle in which were seated two persons took fright and bolted. They ran for some distance when the gharry collided with a lamp post, with the result that the shafts were smashed. The occupants escaped with a severe shaking. Not so the driver who had jumped down from his seat and attempted to stop the frightened animals. He was knocked down and received a severe cut on the face.

## CANTRENS AND LICENCES.

## IMPORTANT MAGISTERIAL DECISION.

At the Magistracy yesterday the hearing of the summons against A. M. Thornhill of the Royal Engineers' Canteen for having retailed liquor without a licence was resumed before Mr. J. B. Wood. Detective Sergeant Appleton conducted the prosecution, and Mr. Otto Kong Sing appeared for the defence.

The No. 1 bar boy, who said he could read and write English deposed that on the day in question a Chinese servant came and asked for liquor. Witness asked the servant if his master was a soldier and he replied that he was. Witness however was dissatisfied and refused to supply him. The servant returned later with a chit and asked for a bottle of whisky and a bottle of port. Witness repeated his question as to whether the servant's master was a soldier, and on being answered in the affirmative he supplied him. Witness did not know all the soldier's boys and he did not serve unless a chit was produced. He knew Chinese were not allowed in the barracks without a licence. His instructions were not to supply civilians and he had refused to serve civilians.

His Worship—Have you had applications from civilians?

Witness—Yes.

How often?—About once a week.

Did they come from Chinese or English?

Both.

How do they get in?—I don't know.

Do Chinese civilians get in?—Boys, yes.

Do they get in?—No.

I'll start again, Do you receive applications from Chinese civilians?—Only soldiers' servants.

Do you receive applications from civilians' servants for liquor?—No.

You are quite clear about that?—Yes.

You commenced to tell me you received applications of some kind once a week not ordinary. What were they?—Europeans would come personally about once a week and ask to be supplied with liquor.

Then you do receive applications from civilians?—Yes.

Supposing you receive a chit asking for liquor, and you don't know the name, would you supply it?—No.

When this man came on the 11th he produced a chit and you supplied the liquor?—Yes, there was a name on it.

Do you know the name?—No. There were some new drafts of soldiers come out.

On this occasion you supplied drinks to a man whose name you did not know?—Yes.

How often do you do that?—Very seldom.

Mr. Otto Kong Sing thought the question was not quite fair.

Witness said he relied on the word of the servant; if he said his master was a soldier.

How often do you do that?—Very seldom.

By Sergt. Appleton—How long was the boy absent when he went out?—About ten minutes.

Have you ever given drinks in response to chits whose signature you did not know?—No.

Were you in the canteen on 24th October before noon?—I don't remember.

His Worship—How long have you been employed there?—Two or three months.

Sergt. Appleton produced a chit asking for liquor when the request was refused. He wished to do so in order to show that it was quite easy for Chinese to get into the barracks.

His Worship declined to put it in.

The No. 2 bar boy gave corroborative evidence as to what passed on the 11th inst. between the last witness and a Chinese who wanted to buy liquor.

By the Court—It was seldom they received applications from civilians and never from civilians' servants. There were between 100 and 200 customers at the canteen.

By Sergt. Appleton—When new drafts of soldiers arrived he did not know if a list was supplied giving names of soldiers who lived outside the barracks.

Sergt. Major Barfield, R.E., who arrived on board the *Soudan*, said he went to the R.E. canteen on the 7th in plain clothes and asked for a bottle of port wine, but was refused.

Mr. Otto Kong Sing said he had made out bona fides in this case. It was only by the false representations pursued by the police that they were able to get the liquor in the way they did. Defendant was put there by the military authorities and he wished the Court to adjourn the case for a week in order to consult them.

His Worship declined to do so.

His Worship, in giving his decision, said—I want you to understand that in selling liquor without a licence you commit a breach of the local law and any sale after this date will be an offence, and the fact that I have warned you here will be quoted against you if further proceedings be taken. It seems to me that canteens in this Colony should keep a list of customers and if any orders are received the servant issuing the liquor shall have his list at hand to which he can refer. My view is further that an account should be kept showing how much liquor is bought by each of the customers in order to guard against them handing liquor to outsiders. I will impose the nominal fine of one dollar.

Mr. Thornhill then asked his Worship what course he should adopt.

His Worship replied that he could not sell liquor without a licence.

Mr. Otto Kong Sing remarked that there was no provision in the local ordinance giving a licence to a canteen. There were only two forms of licences granted by the justices—a full licence or an adjunct.

His Worship—Well, then, a canteen must take out a full licence.

Mr. Otto Kong Sing—Then it becomes a public house.

His Worship was understood to say that if a canteen was run by a number of men it became a club but if it was run by a man for profit it became a licensed house.

Other remarks which were not distinctly heard at the Press table were passed in which Mr. Thornhill asked if he could write to the Secretary for War.

His Worship replied that he could do what he liked.

Mr. Otto Kong Sing asked his Worship if his ruling was that canteens must be licensed.

His Worship—At present you are breaking the law by selling liquor without a licence.

Mr. Otto Kong Sing—He can sell groceries but he cannot sell liquor.

His Worship—Yes.

This terminated the proceedings.

## CANTON.

[FROM OUR CORRESPONDENT.]

November 23rd.

TO AVERT REVOLUTIONARY RISINGS, Viceroy Chang has received a telegram from the Grand Council at Peking to the following effect:—

"It has recently come to our knowledge that wild rumours are being spread of revolutionary movements, both in Peking and the Provinces of China. In the Palace, as well as in the City of Peking and its vicinity normal conditions prevail. Yesterday we received two Imperial Edicts in which everything was clearly explained and we have cabled same to you for your information.

"From inquiries made we have learnt that many bands of villains have returned to China from foreign countries and have secretly entered Peking, Tientsin, Shanghai, Hankow and the Provinces of Kwangtung and Fokien. These villains have been circulating wild rumours in different places in the hope of inciting the merchants and the people both in China and abroad to start a revolution.

"The spreading of these wild rumours by them is causing considerable alarm in many places and it is feared that these rascals are seeking to promote a rebellion. Stern measures must therefore be adopted to guard against disturbances of whatever nature. We have already instructed the Wei-Wu-pu to communicate with and to tranquillize the minds of the Foreign Ministers in Peking, and we have despatched infantry and police with instructions to make thorough inquiries and arrest all such evilly-disposed persons.

"The officials of the different Provinces must immediately inform the foreigners and make their minds easy on the subject. The officials must also pacify the people and exhort them not to listen to the rumours. Furthermore, the officials are requested to dispatch officers of the secret service to make strict inquiries in regard to this important matter and make the Police and soldiers responsible for the maintenance of good order by rigidly searching for and arresting all persons who are spreading rumours calculated to disturb the peace. They must make it their special object to rid their respective districts of this class of bad characters by having those they arrest most severely punished."

Upon receipt of the above the Viceroy after holding a consultation with the Tartar General has posted battalions on the City walls and has instructed the Police to exercise special vigilance.

## THE NATIONAL MOURNING.

Many of the Foreign Consuls here attended the celebration of the funeral rites at the Kwan Tai Temple. The Wong Wah Hall served that purpose in the City.

All I. M. Customs applications sent in by foreign firms are required to be stamped with blue ink instead of red during the mourning periods.

## RISING FOREIGN OFFICIAL.

I understand that a tariff of Native Customs dues is shortly to be issued. The lack of a tariff schedule has caused great inconvenience to the Chinese merchants. It is on Mr. F. L. Clyde's suggestion that the pamphlet is now to be issued. This official has identified himself already with practical reforms in his department on which he is to be highly complimented. Mr. Clyde was formerly a member of the Hongkong Detective force. He joined the I. M. Customs about two years ago and has received rapid promotion. He is well versed in the Cantonese dialect and reads and writes Chinese.

## THIEVES AND THE MOURNING COMMANDS.

The snatching of gold earrings and bracelets has again become prevalent in the City. As the mourning regulations prescribe that no gold jewellery shall be worn, the police apparently show no disposition to arrest the thieves. I am informed that the Self-Government Association has reported the matter to the Viceroy and requested His Excellency to instruct the Chief of Police to cause such thieves to be arrested and punished for robbery.

## MOURNING TRADITIONS AND PRIVATE PROPERTY.

There is some trouble with the Crockery Guild who refused to lend ware for the decoration of the Kwan Tai Temple and the Wong Wah Hall where the ceremonies in connection with the deaths of the Emperor and Empress Dowager are held. The head of the Guild, named Lum Wah, has been arrested and confined in the Nam Hoi Prison and will be tried by the Nam Hoi Magistrate when the mourning is over. The Guild is now clamouring for the immediate release of Lum Wah. So far the officials have not released him. Tradition has it that on such occasions the merchants are to lend the necessary articles for the decoration of the Temple.

## FOOTBALL.

The underelected will represent the B. E. team in their match v. Hongkong F. C. this evening. Kick off 5 p.m. Goal: McGregor, Coxon, Beardmore. Backs: Edward, McCrovy, Lamb. Half backs: Jackson, Morrison, Mcaney. Forwards: Taylor and Orsmond.



## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Hon. Mr. Chatham, Vice-President, presided, and there were also present Hon. Mr. E. A. Hewitt, Lieut-Col. Reid, Mr. A. Shilton Hooper, Dr. Pearce (Medical Officer of Health), and the following officials: Dr. Macfarlane (Assistant Medical Officer of Health), and Mr. A. Gibson (Secretary).

## LIMEWASHING RETURN.

For the fortnight ended 3rd instant 266 houses were lime-washed in the Eastern, and 84 in the central district.

## THE NEW HEAD.

The Vice-President said—Before proceeding with the ordinary business I will read a communication I have received from His Excellency the Governor. It is as follows—

The sad death of Mr. L. A. M. Johnston has necessitated several changes in the holders of appointments in the Civil Service of the Colony, and I am especially sorry that it should involve a change in the head of the Sanitary Department. Mr. Messer becomes Postmaster-General and I have appointed a cadet of much experience, Mr. Kemp, to succeed him. Mr. Kemp cannot, however, leave his duties as police magistrate at the present moment since there is no one to take his place in that appointment until the return of Mr. Hoelander from leave. I have therefore appointed Mr. Hutcheson to act as Head of the Sanitary Department. I have the fullest confidence in his ability to discharge the duties of that very responsible post and I am sure that the members of the Sanitary Board will afford him all the help in their power. I could have wished that the officer who acts as President of Board had already had the experience and status conferred by having acted previously as head of a department, but with this exception I am confident that no one will more efficiently meet the requirements of the post.

The Vice-President also read the following letter received from the Colonial Secretary addressed to the Secretary of the Board—

Sir, I am directed to inform you that H. E. the Governor, with the approval of the Secretary of State for the Colonies, has appointed Mr. J. H. Kemp to be Head of the Sanitary Department with effect from the 18th inst. As owing to the exigencies of the public service Mr. Kemp will be unable to take up his appointment for some months, H. E. the Governor has appointed Mr. B. O. Hutcheson to act as Head of the Sanitary Department with effect from to-day.

Mr. Hooper—We did not know last time we sat here that Mr. Messer was going away, and as he is not here I think I should only be voicing the feelings of all members of the Board, present or absent, by congratulating him on his new appointment which we take to mean promotion. With regard to his successor, Mr. Kemp has been well known in the colony for many years and in taking up the appointment as Head of the Sanitary Department and thereby becoming President of the Sanitary Board he will not be coming on new ground. He will come with the experience which he acquired some few years ago when he acted as Secretary of the Board. Of course he acted as secretary under the old Ordinance which has been repealed, and the new Ordinance has to a certain extent lightened his duties. I am sure he will perform these duties to the satisfaction of the Board and of the community.

## PRAISEWORTHY PUBLIC SPIRIT.

The Vice-President said there was another letter which he would like to bring before the notice of the Board. It was from the Registrar General and stated that Mr. Chan Kang Yee had been good enough to have printed at his own expense in Chinese the article from the Indian Plague Commission's Report with regard to the destruction of rats, and had caused it to be circulated not only in the city, but in Kowloon, copies of the pamphlet having been left at every door of every house. He thought this action showed an excellent public spirit and one which should be properly commended.

## A KOWLOON NUISANCE.

Mr. Hooper drew attention to the filthy condition of the covered richa shelter at the Ferry Wharf, Kowloon, and suggested certain improvements.

The Vice-President replied that the matter would have the attention of the Medical Officer of Health.

## BACTERIA FOR RAT DESTRUCTION.

The following extract from the *Journal of Comparative Pathology*, relative to the use of bacteria as a means of destroying rats, was read—Experiments have repeatedly been made to discover a reliable means of destroying rats, especially since these rodents are now known to be the carriers of bubonic plague. On account of the danger to human beings, the question was regarded in Germany as of such importance that the Imperial Sanitary Council appointed a commission who were entrusted with the discovery of some effectual methods. France, England, America and more recently Denmark, have also studied the question. In the latter country an Imperial (sic) law was passed granting subsidies to clubs formed to destroy rats. Unfortunately, up to the present time, no sufficiently reliable material has been discovered. Those proposed, such as strychnine, phosphorus, cyanide of potassium, and various vegetable poisons produce no substantial result, and any greater success attend the attempts in South Africa, where ferrets were employed, as these animals themselves were found to be subject to bubonic plague. The fact that mice can be infected with Löffler's mouse typhoid bacillus and thus destroyed without danger to man led to experiments being made with many different kinds of bacteria most of which were found in vain, with the object of procuring epizootics among these rodents. Of such bacteria, a certain species is of great interest inasmuch as it has been employed for destroying rats and has recently

been cultivated on a commercial scale. It comprises the bacilli of Danysz and Dunbar and Rat. During an epidemic amongst field and wood mice in Charny on the Seine, Danysz found a bacillus which, when given to various rodents with their food proved pathogenic for all, although at first appeared only slightly injurious to rats. By numerous passages through animals it proved possible to increase its virulence, so that when fed to rats it appeared of an extremely virulent character. Unfortunately the hopes held out by Danysz's bacillus have not been altogether justified. The practical experiments carried out by Danysz gave relatively good results, inasmuch as in 50 per cent of the places where the bacillus was tried, the rats were almost entirely destroyed. In 30 per cent of the cases they were diminished, and only in 20 per cent was the result negative. Nevertheless the results obtained by Danysz's methods have been tested by other experimenters who have either given doubtful or altogether negative results. Dunbar isolated all the bacteria for certain rats which had died in his laboratory as a result of extensive epizootic. For several years he had noted outbreaks of an infectious disease amongst the experimental animals, and especially amongst experimental rats in the Hamburg Hygienic Institute. This disease often assumed the nature of plague (though in several instances, it occurred in isolated cases) and presented a more or less close resemblance to bubonic plague. The animals showed loss of condition, marked injection of the vessels of the subcutaneous connective tissue, haemorrhagic buboes, and often pancretic necrosis of the liver and spleen as well as hyperaemia of the lungs. When animals were fed with the material they showed inflammation of the intestines and swelling of the peyer's patches and of all the lymphatic glands. This marked resemblance to the naked eye appearances of those of bubonic plague in rats caused Dunbar to relinquish the idea of using this bacterium as a means of destroying rats in Hamburg. At the same time he conducted laboratory experiments for the purpose of determining the pathogenic powers of his bacillus against rats, and succeeded in destroying from 45 to 50 per cent of the gray rats which he used. Even more recently a preparation of bacteria has been introduced by Gneumann in Alton for the purpose of destroying wild rats. The bacillus was obtained from the urine of a two years old child which was suffering from cystitis. Experiments in the laboratory and in a limited degree in practice with this Rat bacillus did not invariably give satisfactory results, for several of the experimental animals always survived. The same is true of the experiments made in Halle, where practical tests were carried out and the official reports state that in certain sharply defined areas Rat proved unreliable. The general appearance of the three bacteria of different cultivation media shows that they all belong to the large group of so-called ptomaine producers. Trantmann and Xylander have also shown by extensive agglutination tests that they appear to be identical with Gartner's bacillus paratyphoid enteritidis. The virulence of Danysz and Dunbar's bacillus, and also of the Rat bacillus, varies within wide limits. The two first investigators were unsuccessful in increasing the virulence of the different varieties as against gray rats. In every case bacteria, which proved very virulent in the case of tame rats and white mice produced uncertain and relatively limited effects when applied to gray rats. The explanation generally advanced for this is that the blood of gray rats often contains large quantities of some protective material. The existence of this apparent immunity is believed by Trantmann and Xylander to be due to the animals having already undergone a slight infection with similar or related bacteria, and to the consequent production of protective materials in the blood. Such accidental infections appear more probably inasmuch as rats must very frequently be exposed to infection with bacteria of the kind now in question. Recent investigations have made it clear that bacteria of the paratyphoid group occurred not only in the faeces of men and animals but in dead bodies, in impure drinking water, and in drainage. A species of bacteria isolated from these sources are sometimes only slightly infectious, for experimental animals; some indeed are entirely innocuous. Negative results, however, do not prove that such bacteria are innocuous under all circumstances; for variations in virulence are very common in other varieties of pathogenic bacteria. Moreover, when we consider that rats are commonest in places abounding in filth such as slaughterhouses, stables, canals and knacker's yards, it appears very probable that they frequently become infected and thereby immunised against the above mentioned bacteria belonging to Gartner's group. During his experiments Xylander found that rats caught in a bone mill where they lived on all kinds of decomposing, flesh etc., proved quite refractory to infection with the Rat bacillus given by the mouth, and substances could be isolated from their blood which appeared to give protection against the Rat bacillus. From the above it is easy to understand why bacteria of this class, although very virulent for white rats have given only partial or doubtful results when employed for the destruction of gray rats on a large scale. We have in fact to deal with rats which have already attained a certain degree of immunity. Even when using an extremely virulent variety, one can only hope to bring about the destruction of those rats which have attained partial immunity, or which are still open to infection, and these appear not to constitute more than 50 per cent of the whole. This percentage will probably become even smaller if the use of such poisons becomes more general, and especially if rats had opportunity of partaking of only moderately virulent or absolutely non-virulent varieties, and thus become immune. The use of cultures of bacteria for the destruction of rats appears both on biological and mechanical

grounds to be very limited. Their use will also be interfered with under certain circumstances, inasmuch as bacterial varieties which are absolutely innocuous for man are at present unknown. Bynhoff has occupied himself with the relationship of Löffler's mouse typhoid bacillus to the bacillus of human paratyphoid, and Trommsdorff has more than once pointed out the possibility of human beings being infected by his bacillus. This variety certainly seems somewhat less dangerous than the enteritidis group because it has not been clearly proved that the former produces poisonous materials capable of withstanding heat. The above warning, therefore, applies even more emphatically to bacteria of the enteritidis group which produced products poisonous alike for men and animals. This close relationship of the bacteria to those of Gartner's group would therefore indicate the necessity of observing great caution in using such bacteria in practice; in other words, so long as we are uncertain that the bacteria above named are essentially different from those of Gartner's group, they must be regarded as belonging to it, and as constituting a danger for men, both children and adults, and in some degree, for the larger domestic animals. Even though the prospectus describing Danysz and Rat bacillus expressly state that these bacteria are harmless for other animals and for men they do not entirely allay the fears which naturally attach to the systematic distribution of pathogenic bacteria in large quantities.

Mr. McI. Messer inquired—Circulate for the information of the Board. Our experiences of these bacteria are that in this Colony they have proved useless in getting rid of rats by establishing a contagious disease amongst them.

## MORTALITY STATISTICS.

The mortality statistics showed that the death rate for the whole Colony for the week ended 31st October was 28.1 per thousand; and for the week ending 7th November 24, as against 29.1 for the corresponding week of last year.

## RAT RETURN.

The rat return showed that of 1350 rats caught since last meeting only five were plague infected.

## SUPREME COURT.

Tuesday, November 24th.

## RE-SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (JUDGE).

## A DISPUTED CLAIM.

Cheung Shai Ting sued Ho Soo to recover \$36, balance due for goods sold and delivered. Defendant denied the debt.

The manager of the plaintiff firm said the amount claimed was due for provisions supplied. The goods were ordered by the defendant.

Defendant denied ordering any provisions. They had a cook on board the steamer, and he catered for a mess of 20 of the crew. Their cook was paid \$6 monthly.

Plaintiff's shopkeeper deposed to taking provisions for the *Fook Sang* and delivering them to the defendant. He delivered them to the ship's samsan, and did not go on board the steamer.

His Lordship reserved the matter to the Court Shroff and ordered the parties to appear before him.

After fifteen the Court Shroff gave evidence as to the result of his examination of plaintiff's books. He stated that under the word Singapore there was clearly a word which appeared to be the name "Kun."

His Lordship—Obviously the word has been written in afterwards; whether this morning or not I don't know. The cook's name is in the book. Judgment will be for the defendant with costs.

## FOR TYPHOON SIGNALS.

PLAN FOR WIRELESS STATION ON BATANES ISLANDS.

A Bill is to be presented to the Philippine Assembly next session providing for the erection at Santo Domingo de Basco, Batanes Islands, of a wireless station for the benefit of navigation in general in the islands and in the China Sea. The special work that will be carried out will be that of sending to the Philippines and to China coast ports warnings of approaching typhoons.

A Manila contemporary states that the suggestion for the installation was made to the Governor General by the Governor of Hongkong. Batanes islands have been especially chosen as they stand at the extreme north of the archipelago and are in the line of all the typhoons that afflict these seas.

It will be remembered that Dr. Wilder, the U. S. Consul-General, on his return from the Philippines made public the suggestion for a wireless station on the Batanes Islands, as being Father Algue's idea of the best means of ensuring Hongkong against sudden visitations by typhoons.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report—

On the 24th at 11.40 a.m.—The barometer has risen quickly in E. Japan, the depression having moved away over the Pacific.

Pressure has increased moderately in S. Formosa and decreased considerably on the N.E. coast of China. Another depression appears to be advancing towards Manchuria from the Westward.

The area of high pressure remains over China to the North of the Upper Yangtze.

Gradients are less steep along the coast and the monsoon will moderate in the Formosa Channel. Very strong monsoon will continue to prevail over the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.02 inches.

The forecast for the 24 hours ending at noon to-day is as follows—

Hongkong & Neighbourhood. N. winds, fresh to moderate; fair.

Formosa Channel. N.E. winds, strong to moderate; fair.

South coast of China between Hongkong and Lamook. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 1.

## HOME AND CHINA AFFAIRS.

(FROM OUR OWN CORRESPONDENT.)

LONDON, October 22th.

## THE CHINESE MINISTER AS AN AFTER DINNER SPEAKER.

The Chinese Minister, Li Ching-Fong, scored an after dinner speaker at the Colchester Oyster Feast on Tuesday. He is a genial representative anyway, and apparently has a humorous streak that has much in common with the wit of his First Secretary, Ivan Chen. The speech included a number of Chinese stories, with a special application to oysters, and he added that a well known diplomat was once asked what were the necessary qualifications of a diplomat. The answer was to study how to shut his mouth. The moral of that advice was always impressed upon him when he ate oysters and he raised the interesting question. Which was the cleverer—the ambassador or the oyster? At any rate to show that the moral was not lost upon him he proposed to sit down and say no more. Which was a conclusion I would have expected to come from Ivan Chen, whose subtle touches of humour I have always had a great admiration for. They constantly light up the dinners of those who are connected with China circles in London.

## MOTOR-BOATS FOR CHINA.

The Chinese Minister, I hear, is making himself very active in introducing to the notice of the authorities in China the latest innovations in the mechanical world. Particularly has he become impressed with the utility of motor boats on the Chinese waterways and already has he sent out a number of specimens. Motor manufacturers often give special displays for his benefit, and new vessels frequently carry him as a passenger.

## SIR MATTHEW NATHAN.

The prominent part now being taken by Sir Matthew Nathan, at the South African Conference at Durban, is calling attention to the remarkable achievements of all the four sons of the late Mr. James Nathan. Sir Matthew's record is well known to you. Another son, Colonel Sir Frederick, B.A., has been superintendent of Waltham Abbey Government explosives factory for eight years past. A third, Sir Nathaniel Nathan, was Attorney-General for Trinidad. A fourth, Mr. Robert Nathan, a barrister, has been acting as under-secretary to the Government of India, and three years ago was private secretary to the Viceroy. Years ago the Nathan family held the contract for cutting quill pens for the Bank of England, and the late Mr. James Nathan became a partner in the well known stationary firm of De la Rue and Co.

## SIR ROBERT HART.

Sir Robert Hart was loudly acclaimed when he met the leading men of his native Armagh last week, and the freedom of the city of Belfast was conferred upon him. He also attended a missionary gathering and eulogised the work of the Bible Society in these critical opportunities in China's history, when her students were increasing in numbers by leaps and bounds. Crossing over to Somersetshire he was given the freedom of the Borough of Taunton, and later distributed the prizes at the Q. A. S. College (formerly the Wesleyan College) where he was a student years ago. To the boys he gave a further declaration of his faith in the future of China, and he told them the secret of life was to be at the right place at the right time and to be ready.

On Wednesday evening he replied for the "Visitors" at the dinner in London given by the Navy League in celebration of Trafalgar Day. There was a large and influential assembly and the importance of a strong and efficient Navy under the British flag on the waters both East and West, was fully emphasised. The Nelson Monument was, as usual, lavishly decorated; tributes in the form of evergreen wreaths and other designs, with appropriate mottoes, coming from all parts of the country and from the Colonies, including Hongkong.

## PRESIDENT ROOSEVELT.

President Roosevelt is, after all, to visit England, if he escapes the big game he is to hunt next year in Africa. At any rate Oxford has booked him to deliver the Romanes Lecture in 1910. It is a lecture arranged for under a legacy yielding £25 per annum, left by the late Dr. J. G. Romanes, for an annual lecture on some subject associated with literature, art, or science. Mr. Gladstone, Professor Huxley, Lord Morley, Mr. Bryce, Sir Oliver Lodge, and Lord Curzon have figured on the list of lecturers.

And then the President is to take a motor tour of the British Isles, after which he will be associated with Dr. Lyman Abbott, the editor of the magazine review, "The Outlook," at a princely remuneration. Add that to the priests he paid to him for his descriptions of his hunting tour and the future of the President's net would seem to be sure of a comfortable lining.

But I am assured that he intends to add one more to his triumphs in politics before he retires from the Presidential chair. Last session he heated Congress for four battleships but they cut him down to two and said they must be economical. Since then the great welcome accorded to the American battleship fleet in Pacific waters and the reflected influence on the American mind have made things easy for naval proposals, and the President has won over some of his leading supporters, including Senator Henry Cabot Lodge, to the big navy plan. The Central Navy Board is hard at work preparing plans for four cruisers and four battleships. The President has told his friends he is determined to get them through the next session. He reckons on the feeling to be created by the return of the fleet early in the year. He will review it in the Hampton Roads and then the fleet will proceed to New York for a week, there to be greeted by the citizens as the missionaries of America's greatness over the entire world. The cruise has abundantly justified the President's reasoning when he made the proposal in the face of much criticism; he now reckons on the people accepting his word for it that the ocean responsibilities of the nation and

the dignity of the American people demand a big navy. He is likely to win, and the triumph will be the crowning point of his administration. THE "PERSEUS."

A firm of German shipbuilders has just acquired the old British man-of-war *Perseus*. She had an uneventful record, except that she helped in the development of Japan. Launched in 1861 at Pembroke, a wooden sloop of 548 tons, she went out in 1864 under Vice-Admiral A. L. Kuper, to join the British squadron in the Far East. The anti-foreign movement in Japan coming to a head she formed part of the international fleet that forced the Straits of Shimonoseki. From her went many of the men who spiked the Japanese guns. Afterwards the *Perseus*, under the late Sir Harry Keppel, was employed in punishing the semi-piratical villagers who had attacked a naval party at Swatow.

Of late years the old warship has had the quieter part of being used as instructional tender to the *Defiance*, the torpedo school at Devonport.

## IMPENDING NAVAL CHANGES.

Writing of naval matters reminds me that Lord Charles Beresford retired in March and there is excellent authority for the report that he will be succeeded in the command of the Channel Fleet by that popular commander, Vice-Admiral Sir William Henry May. This Admiral, usually known as "Willy" May, is one of the youngest looking and ablest men in the Navy, and the selection, if it turns out to be true, will be popular both in the Navy and out of it. In the Navy he has the nickname of "Christmas," gained, I am assured, in this wise—In 1888 he was in command of the *Impérieuse* on the China station. It was an ambition of his to add to the territorial possessions of the British Empire. Opportunity offered in the form of the desolate speck of land known as Christmas Island. It was one of those spots on the face of the earth that nobody seemed to want. This Admiralty, in response to Admiral May's repeated representations, at length authorised the annexation. So with all possible eclat the Captain of the *Impérieuse* went on shore and hoisted the Union Jack. He also went with the famous Arctic expedition of 1876 and planted the Union Jack on the remotest altitude at that time reached.

LOOKING OUT FOR JAPANESE CONTRACTS. British contractors are eagerly awaiting the details of the internal improvements in railways, harbours, and irrigation works that the Japanese government is reputed to be planning for next year, and the year after. Large contracts under these huge plans will, it is anticipated, be placed in England and America, for native houses will be unable to tackle the whole of the work.

## THE POSITION IN TURKEY.

There are signs of rocks ahead in Turkey, for the intellectuals who have so far held the rule over the Young Turkish movement are far over the heads of the mass of the Turkish population, who are accustomed to regard the Sultan as their religious head as well as ruler. The consequence is that now that the frenzy of the first moments of reform are passing there are signs of strain in the Young Turk camp. Presently it may well be that the Yildiz Kiosk will see its opportunity, call to its aid the hirling mobs of Istanbul, and set the entire constitutional clock back again by means of disorders, forming an excuse for repressive action.

I had a talk with a German just returned from the Balkans the other day. He was greatly prejudiced against England, but he said that though the British Government was working for peace there were powerful financial interests in England working for war. But, he said, war will not come between Turkey and Bulgaria. They are already on the way to understanding each other. The trouble will come with a combination of other Powers. Russia will set the blaze going by advancing on Persia soon. I give the opinion for what it may be worth, merely adding that the Anglo-Russian agreement in regard to Persia is looked at askance by many people who are good judges of international affairs.

## SUFFRAGETTES AND UNEMPLOYED.

The Suffragettes and the unemployed have had their demonstrations and London has had to incur much police expense in consequence. The Suffragettes got a woman by a mean trick into the House and are much elated therewith in their hysterical way, but really they accomplished nothing of value to them. The fact is, I find on inquiry among members of women suffrage societies, that the feeling is reaching even the women themselves that it is a farce to go yapping and squalling about at the bidding of a half dozen well-paid organisers of the Christabel Pankhurst type. For it will be noticed that the same women figure every time. It is now dawning on the same believers in the women's cause that infinite harm has been done by the militant tactics.

As to the unemployed, they have gained a good deal of attention at the hands of the Government, and the opinion of some is that by granting £300,000 for relief works, pushing forward naval repairs, starting naval building at forward dates, taking 24,000 into the Special Reserve force, and 8,000 into the Post Office, a good deal may be done, while others hold that it will only result in taking work from the industrious and competent workmen and so creating more unemployment. The Government considers it wise, in view of the crowded state of the Parliamentary programme, to defer legislation touching land and other alleged root causes of unemployment till next session. Yet the Labour Party is not satisfied, and, like Oliver Twist, will ask for more.

## THE DECLINE OF THE BRITISH EMPIRE.

Another sensational pamphlet is emanating from the German publishers entitled "After the Storm: Reflections on the decline of the British Empire." It prophesies the inability of the British fleet to defend the North Sea and predicts the landing of German forces on the East coast within 24 hours. The German legions sweep over France and Great

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Hongkong, 19th November, 1908.

[36]

Britain and eventually the imagination of the writer induces him to sketch a map of the world to show the redistribution of territory in 1911. England, Scotland and Wales are all that remain of the British Empire. Ireland is an independent Republic—poor Ireland! France has lost all her possessions. The Russian Empire includes, in addition to its present territories in Europe, the whole of Asia with the exception of China, Siam, and the Malay Peninsula. Japan is shown as the possessor of all these remaining parts of Asia, as well as Australia and New Zealand. With the exception of the new independent Republic of South Africa, the African continent is divided between Germany, Austro-Hungary, and Italy. The United States have absorbed the whole of Canada and Venezuela. The Ottoman Empire, Sweden, Norway, Denmark, Holland, Belgium, Spain, Portugal, Mexico, and South America are independent countries. Taken altogether, it is rapid making of history.

## MINING IN THE PHILIPPINES.

A review of the progress made during the year in the development of the different mining properties indicates that those interests are greatly encouraged and that there is prospect of greater activity during the coming year. Few, not familiar with the prevailing conditions in the archipelago, may appreciate the remarkable manner in which the pioneer miners and prospectors have accomplished impossibilities and are slowly winning victory from apparent defeat.

The two mining organizations in Benguet have proceeded slowly but surely in their operations with the result that the future of the companies is bright. The Consolidated started with a three stamp mill and has not only doubled the capacity of the mill, but added an extensive cyanide plant of the most modern equipment. All development has been paid for out of the proceeds of the mine. From the day the first car load of ore passed into the hopper the mine has paid its own way and supplied the funds to treble its original capacity.

The Bua Mining Company has demonstrated its faith in the district by installing a modern plant and while it has not been in operation for a lengthy period, the prospects for its future are bright.

In the Pangasinan district, seems to have been struck the bonanza of placer mining in the islands. That the average cubic yard of dirt dredged by the Pangasinan company produced \$125 in gold spells "bonanza" in large letters. Little, if any, placer ground in the world can show such a record on a six-month average. The report of the amount saved may serve to draw a smile from the incredulous and indeed the management hesitated about giving out the information for that very reason. But the dredge is still working and there is no barred wire fence around it to prevent the seeker after truth to authenticate the report. There is no stock for sale in any enterprise launched in Pangasinan so that the publication of the report is not in the interest of the company or its shareholders. It demonstrates, however, that the Philippines Islands are exceptionally rich in gold and that capital well directed by experience may find in the archipelago a most desirable avenue for investment in the development of its mineral wealth, the source of which has not at this time been more than scratched.

It might be said in passing that the failures in mining projects in the Philippines must be laid to inexperience and unwise direction, and not to the lack of mineral wealth. Evidence of this may be found in Masbate. Thousands have been squandered uselessly through ignorance where wise and experienced direction would have won by this time the greatest possible returns from investment. Those who are trying at the present time to develop Masbate property and demonstrate that consistent and experienced direction is the only requirement to make enterprise pay there, are suffering from the mistakes of those who made the name of Masbate spell "failure." Those who have interests in Masbate, however, are not discouraged. They know that once the truth about the deposits of gold there seeps through, their most sanguine dreams shall be realized.—*Far Eastern Review.*

The second Interport golf match between Yokohama and Kobe was played on the 15th inst. at Negishi under splendid conditions, and resulted in a comfortable win for the home players by a majority of six matches.

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Agents.  
Hongkong, 5th September, 1908. 114

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CARLOWITZ & Co.  
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Hongkong, 7th August, 1908. 716

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FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.  
Hongkong, 6th March, 1907. 42

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PISTOLS.

CALIBRE 4.63 m.m.  
With CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS.

CARLOWITZ & Co. Agents.  
Hongkong, 13th March, 1907. 535

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loon Store, No. 36, Elgin Road.  
Messrs. HUNG CHEONG, Elgin Road.  
Mr. AB YAU, Hongkong Ferry Wharf Stn.

## SHIPPING NEWS.

LATEST STEAMER MOVEMENTS.  
The N.Y.K. str. *Kamo Maru* (European  
Line) left Colombo for this port via Singapore  
on the 19th inst., and is expected here on the  
22nd prox.

The I.G.M. str. *Dezoo* carrying the German  
Mails with dates from Berlin of the 4th inst.  
left Colombo on Sunday the 22nd inst. a.m.,  
and may be expected here on or about Thursday  
the 3rd prox.

The I.G.M. str. *Kleist* which left here on  
Wednesday the 18th inst. at noon has arrived  
at Singapore on Sunday the 22nd inst. at 1 p.m.

The I.G.M. str. *Geben* which left here on  
Friday the 20th inst. at 1 p.m. has arrived at  
Shanghai on the 23rd inst. at 1 p.m.

According to a Tokyo despatch, the Pacific  
freight rates of Japanese steamship companies  
are now the same as those given by the Canadian  
Pacific Railway's steamers, commencing with the  
N.Y.K. str. *Tango Maru* and the T.K.K. str.  
*Tengo Maru*; the former left Yokohama on the  
11th inst. and the latter will leave on the 16th  
inst.

ENGINEERING COMBINE.  
All the marine engineering concerns on the  
north-east coast of Great Britain have agreed  
to amalgamate. The object is to reduce the  
cost of production, and the scheme of amalgama-  
tion which is being considered will be of con-  
siderable benefit to the entire shipbuilding in-  
dustry in the district. The economies to be  
effected in marine engine building by more con-  
centrated management are so obvious that when  
the arrangement is carried through it will cer-  
tainly prove both popular and profitable.

THE JAPANESE VOLUNTEER FLEET.  
Their Imperial Highnesses the Crown Prince  
and Prince Arisugawa repaired to Yokohama  
recently to inspect the *Sakura Maru*, the first  
boat of the Imperial Volunteer Fleet. A host  
of 300 persons including Ministers of State, high  
officials, donors to the construction fund of the  
vessel, and some fifty ladies were also invited.

The *Sakura Maru* is to be used as a regular  
liner of the O.S.K. Company on the Kobe-  
Formosan line in time of peace, but in time of  
war "she will be converted in five minutes into  
an auxiliary cruiser."

THE N.Y.K. EUROPEAN SERVICE.  
It will be observed on reference to our  
advertising column that the Nippon Yusen  
Kaisha are announcing an extra sailing for  
Europe. The newly-built passenger steamer  
*Hirano Maru* (sister ship of the *Kamo Maru*)  
which recently created so favourable an impression  
at every port she touched on her way to Europe,  
will leave Hongkong on December 30th. The  
*Hirano*, like the *Kamo*, is a ship of 9,000 gross  
register. Captain H. Fraser has been given the  
command of the new steamer, which has been  
built at the Mitsui Bishi Dockyard and Engine  
Works at Nagasaki.

LOSS OF THE STEAMER "ARON."  
The Court of Marine Inquiry at Sydney,  
after investigating the stranding of the steamer  
*Aron*, on Christmas Island, on July 18, found  
that the vessel did not make good the course set  
at noon on July 18, which would have taken her  
twenty miles clear of the island, owing to her  
meeting a westerly current much stronger than  
was allowed for, and that was the cause of the  
stranding. A proper lookout was kept, but  
owing to there being little sea breakers were not  
noticed till the vessel was practically in them.  
While the court was of opinion that it would  
have been wiser to have determined earlier to go  
to the northward of the island, or considering  
that no observation could be taken on July 18  
to set a course further to the southward, still on  
the evidence of the master's previous experience  
in the locality and the statement on the sailing  
directions, the court did not feel justified in  
imputing negligence to him. Captain Downie,  
in the course of his evidence, said he had no  
trouble whatever with the Chinese crew.

THE N.D. LLOYD.  
The British Consular report on the trade  
of Bremen for last year contains some interesting  
facts concerning the North German Lloyd.  
The fleet of this Company has been increased  
during 1907 by 10 steamers representing about  
65,000 tons registered tonnage and machinery  
of 72,100 horse-power. Eleven steamers have  
been launched in 1907 representing 69,300 tons  
registered tonnage, and machinery of 44,800  
horse-power. Two steamers are still in course  
of building—the *George Washington*, 27,000  
tons registered tonnage, at the Vulcan Yard,  
Stettin, and a steamer of 17,000 tons registered  
tonnage at the Weser Yard, Bremen. The  
aggregate registered tonnage of the entire fleet  
of the North German Lloyd at the end of 1907  
is stated to be 824,060 tons. The share capital  
of this company stands at \$4,250,000; during  
1907 \$1,250,000 debentures at 4½ per cent  
interest were issued. During the year 1907 the  
North German Lloyd despatched 360 trans-  
atlantic steamers from Bremerhaven, as compared  
with 259 in 1906.

SOME LITTLE TIME ago it was announced that  
the Greenock and Grangemouth Dockyard Com-  
pany had contracted to build five steamers for  
the Russian Volunteer Fleet, at a cost of  
£250,000. The order was later with great  
satisfaction at Greenock as likely to provide  
much-needed work for shipyard hands. It is  
true that the price, including more than £2,000  
for extras in respect of each vessel, was very low,  
and that the acceptance of the contract certainly  
meant no profit, and would possibly leave a loss  
to the builders. But ship constructors dislike  
having their plant idle, and the order, for what  
it was worth, was doubtless regarded as likely  
to be useful in tidings over till shipbuilding  
improves. In any event, the larger part of the  
£250,000 would have gone in wages, and would  
have enabled hundreds of families to keep the  
wolf from the door this winter.

It is now announced that, after all, the order  
for these five ships has gone to Germany. What  
has happened is related by "Fairplay," a  
responsible weekly shipping journal. It appears  
that the Clyde firm had received a letter  
accepting their tender, and that everything,  
including specifications, plans, and details had  
been adjusted, with the exception of the finance  
clause. This was in process of arrangement,  
when Messrs. Schichau, of Elbing and Danzig,  
whose original tender was over £400,000,  
and who are said to have been eleventh on the  
list of tenderers, put in an amended offer which  
was accepted. They undertook, it is stated, to  
build the vessels for the same price as the  
Greenock Company, but to ask for no payment  
whatever until the end of 1910, and to require  
no interest on the deferred payments.

It is believed, says "Fairplay," that the money  
is being provided by, or with the aid of the  
German Government, free of interest, in order  
to enable a German firm to build the vessels and  
keep the order from going to a British builder.  
"The German Government," it is added,  
"apparently considers it better policy to assist  
German firms to secure orders in this way than  
to pay out large sums to make work for the  
unemployed as our Government proposes to do."

It is believed that no British shipbuilder could  
be asked to give such terms as the Germans have  
done, that is actually to build the vessels out  
of their own capital, deliver them, and allow  
the Russians to run them for more than a year,  
and then only receive his contract price without  
any interest whatever being charged on his  
advanced capital.

## FRENCH GOVERNMENT AND THE MESSAGERIES MARITIMES.

As the result of the negotiations which have  
been in progress for several years past, a 25  
years' agreement has been concluded between  
the French Government and the Messageries  
Maritimes with regard to the working of the  
company's lines to the Mediterranean, Medi-  
terranean, the Far East, Australia, and the West  
African colonies. The company's lines are to  
be divided into two entirely distinct groups—  
those which receive a subsidy, and those which  
do not. The subsidy granted by the State,  
instead of being fixed at a definite amount for  
the whole period of the agreement, is to be  
subject to revision within certain limits, accord-  
ing to the results of working, so as to cor-  
respond at any given moment with the needs of  
the traffic. The State guarantees the new  
lines, which the company is authorized to make  
against the assets of the subsidized lines to pay  
for the building of future vessels. In return  
the State reserves the right to participate in the  
profits of the subsidized lines, and even, under  
certain conditions, and after claims of share-  
holders have been met, of the unsubsidized  
lines. The State thus enters into partnership  
with the company and has a right of control  
over all its operations, but "without in any  
way restricting its liberty of action." This  
financial company is entirely to renew its fleet  
and to work under more profitable condi-  
tions. On the other hand it has been possible  
to fix the annual subsidies at a figure, which  
will represent an immediate economy to the  
State of about one million francs (£40,000)  
without counting any future profits to which  
it may become entitled. The State receives from  
the company certain advantages, notably, the  
institution of a monthly service between Mar-  
seilles and Indo-China, an increase of speed on  
the chief lines as the new ships come into use,  
and the organization of a system of pensions for  
the workmen employed at the company's  
dockyard.

THE BIRTHDAY HONOURS.

London, November 8th.

The Birthday Honours List makes no fresh  
Peers.

Baronets.—Six Baronets are created including  
Sir James Low, the ex-Lord Provost of Dundee;  
Sir George Crichton, Oculist to His Majesty;  
Knox, M.P.; Mr. Charles Shaw, M.P.;  
and Mr. John Barker, M.P.

Knights.—Twenty Knights are created, they  
include Mr. James Dalziel, M.P.; Mr. Luke  
White, M.P.; Mr. James Dackworth, M.P.;  
Mr. Frampot the Sculptor; Surgeon Jonathan  
Hutchinson; Rear-Admiral Barclay Wilmet;  
Mr. John Bromley of the Board of Education;  
and Mr. Law, Chief Judicial Commissioner of  
the Malay States.

Privy Counsellors.—There are four new Privy  
Counsellors, namely Mr. Joseph Posen, M.P.;  
Mr. Herbert Samuel, M.P.; Sir Charles Mac-  
laren, M.P.; and Sir Edward Clarke.

G.C.M.G.—In the Order of St. Michael and  
St. George Sir Matthew Nathan has been created  
G.C.M.G.

K.C.M.G.—The following are made K.C.  
M.G.: Mr. James Lockhart, Commissioner of  
Wei-hai-wei; and Captain Arthur Young,  
Colonial Secretary of the Straits.

C.M.G.—The following are made C.M.G.: Hon.  
Mr. E. G. M. Member of the Legislative  
Council of Ceylon; Mr. Currie, Manager of the  
Uganda Railway; and Mr. Boyle, Sub-Com-  
missioner of the Eastern Province of Uganda.

London, November 9th.

The recipients of Birthday Honours also  
include Dr. Alfred Russell Wallace, on whom  
the Order of Merit is conferred.

Viccount Fisher has been created a G.C.B.  
The following have been created K.C.B.s:—  
General J. H. Wolsky, Sir Courtenay Ilbert,  
and Dr. Donald Mialist.

Colonel Sir James Gilder has been created  
K.C.V.O.

THE LUARD MURDER.

London, November 9th.

The Chief Constable of Kent has offered a  
reward of a thousand pounds for the discovery  
of the murderer of Mrs. Luard. Fresh investi-  
gations are being actively pursued.

COTTON TRADE LOSSES.

London, November 6th.

The cotton dispute, now at an end, has cost  
the operatives £280,000 in wages. Trade  
Union funds have been depleted to the extent of  
£200,000, while the indirect losses to the com-  
munity and especially to the railways and  
colliers have been enormous.

THE CULLINAN DIAMOND.

London, November 7th.

The Cullinan diamond, which has been ex-  
quisitely cut, has arrived in London for pre-  
sentation on the King's Birthday. The small  
half has been made into a pendant. Both are  
superb jewels.

THE GOVERNMENT CRISIS IN  
AUSTRALIA.

London, November 7th.

A Government crisis has arisen in Australia.  
The Labour Party are dissatisfied with Mr.  
Deakin's Protection proposals, and have with-  
drawn their support.

THE AMERICAN FINANCIAL  
SCANDALS.

London, November 7th.

Mr. Morse, the American financier, who was  
arrested in February last in connection with  
the Morse chain of Banks, has been sentenced  
to fifteen years' imprisonment on a charge of  
misapplication of funds.

Telegrams from Melbourne state that it is  
believed that Mr. Deakin will resign and that  
Mr. Watson will endeavour to form a Labour  
ministry.

THE NEED FOR A STRONG NAVY.

London, November 7th.

Mr. Birrell, speaking at Brighton last night,  
said that the recent evidence of the possibilities  
of a naval war in the world, the depressed  
leading Germany into the consideration of our  
naval programme, and said "We must build  
ships, Germany or no Germany."

TRIBUTE TO MR. WINSTON  
CHURCHILL.

London, November 7th.

Mr. Macara, Chairman of the Master Cotton  
Spinners Association, warmly eulogised Mr.  
Winston Churchill's share in the settlement of  
the dispute saying that Mr. Churchill has shown  
rare discretion.

"COME DOWN TO DEVONSHIRE."

THREE HOURS OF MERRIMENT.

YOU DO MAKE OI LAUGH!

THE  
HONGKONG  
A. D. C.

DECEMBER 2, 3, 4, 5, 7, 8.

Plan at ROBINSON PIANO Co.,  
Open 25th November, at 10 A.M.

Hongkong, 24th November, 1908. 1575

THE  
MITSUI BUSSAN KAISHA  
SOLE AGENTS.

TO BE OBTAINED EVERYWHERE.

DRINK

"ASAHI" & "SAPPORO" BEER

For your own comfort  
in Tropical Countries use  
**CALVERT'S**  
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

Guarded against  
Infection.

Calvert's 20% Carbolic Soap.

Among the special purposes for which this power-  
ful antiseptic soap is useful, it has secured a wide  
popularity as a safeguard against infection, as a  
protection against mosquitoes and other insects, or for  
antiseptically cleaning their bites.

Perfect Personal  
Cleanliness.

Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purifica-  
tion ensured by the antiseptic properties of this  
delicately perfumed soap, while its pure quality meets  
the requirements of even a sensitive skin.

Freedom from  
Skin Irritation.

Calvert's Carbolic Prickly-heat Soap.

is most serviceable in warm climates as a preventive  
of prickly-heat or other skin irritation. Well adapted  
for regular bath and toilet use by its purely antiseptic  
properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

SHACKELL'S  
"SEAL" RED PRINTING INK  
IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET

SAMPLE GRATIS

SHACKELL EDWARDS & CO. LTD.  
PRINTING INK MAKERS.  
ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.  
Hongkong, 16th October, 1907. 723



## SHIPPING.

## ARRIVALS.

FAUSANG, British str., 1410, Malkin, 23rd Nov.  
—Bangkok 12th Nov., General and Rice—  
Jardine, Matheson & Co.  
GLENTWATER, British str., 3026, R. Webster,  
24th Nov.—Shanghai and Pootow 22nd  
Nov., General—McGregor Bros. & Co.  
HELEN, German str., 71, Jensen, 24th Nov.—  
Haiphong and Hoihow 22nd Nov., General—  
Jensen & Co.  
HONG WAI, British str., 2006, Kinghorn,  
23rd Nov.—Singapore 16th Nov., General—  
Chinese.  
IOHANG, British str., 24th Nov.—Canton.  
JACOB DIEDERICHSEN, Ger. str., 623, Hansen,  
24th Nov.—Newchwang 17th Nov., General—  
Jensen & Co.  
NIKKO MARU, Japanese str., 3434, A. E. Mass,  
24th Nov.—Melbourne and Manila 22nd  
Nov., Steamer, Lead and General—Nippon  
Yusen Kaisha.  
RUMI, British str., 1619, E. W. Almond, 24th  
Nov.—Manila 21st Nov., General—Shewan,  
Thames & Co.  
TAMING, British str., 1350, A. Somerville, 24th  
Nov.—Cebu 19th Nov., Sugar and Hemp—  
Butterfield & Swire.  
TOONAN, Chinese str., 942, A. A. Crawford,  
24th Nov.—Amoy 23rd Nov., General—  
Chinese.  
WAKASABU MARU, Japanese str., 1722, Gods,  
24th Nov.—Nagasaki 17th Nov., Coal—  
Mitsui Bussan Kaisha.  
YAWATA MARU, Japanese str., 3816, T. Sekine,  
24th Nov.—Yokohama 14th Nov., General—  
Nippon Yusen Kaisha.  
YUENSANG, British str., 1128, P. H. Rolfe,  
24th Nov.—Manila 20th Nov., General—  
Jardine, Matheson & Co.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
24th November.  
Cardiganstr., British str., for Kobe.  
Chilli, British str., for Hoihow.  
Glentwater, British str., for London.  
J. Diederichsen, German str., for Canton.  
Kangaroo Maru, Jap. str., for Singapore.  
Osang, British str., for Canton.  
Yawata Maru, Japanese str., for Australia.

## DEPARTURES.

24th November.  
BRAEMAR, British str., for New York.  
CHANGSHA, British str., for Manila.  
CHINA, Australian str., for Singapore.  
DUMBER, French str., for Shanghai.  
HAIYANG, British str., for Swatow.  
HONGKONG, French str., for Haiphong.  
KWANG, British str., for Canton.  
KUNGBERG, Chinese str., for Shanghai.  
SABINE RICKMERS, Dutch str., for Tamsui.  
TAMAH, Dutch str., for Saigon.  
TOURANE, French str., for Europe.  
TUSCARORA, British str., for Moji.

## SHIPPING REPORTS.

The British str. *Glentwater* reports: Strong  
monsoon & high sea, overcast with heavy rain.  
The British str. *Hong Wai* reports: Strong  
N.E. monsoon to fresh gale, and high rough  
sea throughout.  
The British str. *Tamsui* reports: Strong  
N.E. monsoon with heavy squalls of wind and  
rain, and high Northerly sea.  
The British str. *Rubi* reports: Moderate  
N.W. winds and swell to lat. 18 N hence, strong  
N.E. gale and heavy sea to port.

## VESSELS IN DOCK.

November 24th.  
ABERDEEN DOCK.—  
KOWLOON DOCK.—  
Kowloon Dock, *Usher*, *Cowfield*, *Ban-  
Tek*, *Haiman*, *H.M.S. Whiting*, *H.M.S. Kent*,  
Cosmopolitan Dock.—*Typhoon*.

## VESSELS ON THE BERTH.

"SHIRE" LINE OF STEAMERS  
LIMITED.  
FOR LONDON, HAMBURG AND  
ANTWERP.

## THE Steamship

"DENBIGHSHIRE,"  
will be despatched for the above Ports on  
or about the 30th November, 1908.

For Freight and Passage, apply to—  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 30th October, 1908. 1506

## REGULAR STEAMSHIP SERVICE.

WITH LIBERTY TO CALL AT MALABAR  
COAST.

## PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.  
S.S. "WRAY CASTLE" On 3rd Dec.  
For Freight and further information apply to  
DODWELL & CO. LD.,  
Agents.  
Hongkong 25th November, 1908. 1298

EASTERN AND AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.  
Calling at Port Darwin, and QUEEN-  
SLAND PORTS, and taking through cargo  
to ADELAIDE, NEW ZEALAND,  
TASMANIA, &c.)

## THE Steamship

"ALDENHAM"  
Captain St. John George, will be despatched  
on THURSDAY, the 10th December,  
at Noon.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating Cham-  
ber which ensures the supply of Fresh Pro-  
visions, etc., throughout the voyage.  
This Steamer is installed throughout with  
the Electric Light.

A Stewardess and a duly qualified Surgeon  
are carried.  
N.B.—To assure the additional comfort of  
passenger the Steamers of the Company have  
electric fans fitted in staterooms.

For Passage apply to—  
GIBB, LIVINGSTON & CO.,  
Agents.  
Hongkong, 20th November, 1908. 1593

THE AMERICAN & ORIENTAL  
LINE.

FOR BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast.)

## THE Steamship

"TUDOR PRINCE,"  
Capt. McDougall, will be despatched for the  
above Ports on or about SATURDAY, the  
15th November, 1908.

For Freight apply to—  
ARNOLD KARBURG & Co.,  
Agents.  
Hongkong, 12th November, 1908. 1557

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections comprising from Green Island. Vessels anchoring nearest Kowloon are marked "k" and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

## SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blak Pier. 3 From Blak Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL.	OCEANA	Brit. str.	—	T. H. Hild, R.N.	P. & O. S. N. Co.	On 28th inst., at Noon
LONDON, HAMBURG & ANTWERP	DEIRHOSHIM	Brit. str.	—	A. G. Cabot, R.N.	SWANBY, TOMES & Co.	About 8th inst.
LONDON & ANTWERP VIA SINGAPORE &c.	SMALL	Brit. str.	—	S. G. Cabot, R.N.	P. & O. S. N. Co.	On 2nd Dec.
HAYRE, BREMEN & HAMBURG, &c.	SKOVIA	Ger. str.	k.v.	S. G. Cabot, R.N.	HAMBURG-AMERICA LINE	On 8th Dec.
HAYRE, ROTTERDAM & HAMBURG, &c.	SCANDIA	Ger. str.	k.v.	S. G. Cabot, R.N.	HAMBURG-AMERICA LINE	On 22nd Dec.
MARSEILLES, HAYRE & HAMBURG, &c.	SITHONIA	Ger. str.	k.v.	S. G. Cabot, R.N.	HAMBURG-AMERICA LINE	On 4th Dec.
MARSEILLES, &c. VIA PORTS OF CALL.	ARMADA BERTHO	Fr. str.	—	T. Murat	MESSAGERIES MARITIMES	On 8th Dec., at 1 p.m.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAJATA MARU	Jap. str.	—	C. D. Bennett, R.N.	NIPPON YUSEN KAISHA	On 9th Dec., at 1 p.m.
MARSEILLES, HAYRE & COPENHAGEN	SIAM	Dan. str.	—	H. Fraser	M. & O. S. N. Co.	On 20th March.
MARSEILLES & LONDON VIA POMEY	MACDONIA	Brit. str.	—	F. v. Binzet	NIPPON YUSEN KAISHA	On 30th Dec., at D'light
GENOA, MARSEILLES, LONDON, & ANTWERP, &c.	HIRANO MARU	Jap. str.	—	McDougall	MELCHERS & Co.	On 2nd Dec., at Noon
NAPLES, GENOA, ALGIER, GIBRALTAR &c.	PAUL CASTLE	Am. str.	2 m.	—	DODWELL & CO. LTD.	About 15th Dec.
NEW YORK	TUDOR PRINCE	Brit. str.	—	—	ARNOLD, KARBURG & Co.	On 28th inst., at 4 p.m.
BOSTON & NEW YORK	EMPEROR OF CHINA	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 24th Dec., at Noon
VANCOUVER VIA SHANGHAI JAPAN, &c.	MONTAGLE	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 8th Dec., at 4 p.m.
VICTORIA, B.C. & TACOMA VIA SHANGHAI, &c.	KAGA MARU	Jap. str.	—	—	DODWELL & CO. LTD.	On 17th Dec.
AUSTRALIAN PORTS VIA MANILA	KUMERIC	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 27th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	MELCHERS & Co.	On 3rd Dec., at 5 p.m.
AUSTRALIAN PORTS VIA PORT DARWIN	MANILA	Ger. str.	—	—	GIBB, LIVINGSTON & Co.	On 10th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	ADENHAM	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th Dec., at Noon
AUSTRALIAN PORTS VIA MANILA	TAITVAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 24th Dec., at Noon
AGASSA, MARSEILLES, LONDON, & ANTWERP, &c.	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at D'light
NAGASAKI, KOBE & YOKOHAMA	BRUNO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon
JAPAN	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	Quick despatch.
CHINGWANGTAO, JAPAN, AMERICA, &c.	COSE	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	To-morrow, at 4 p.m.
SHANGHAI & KOBE	TUNGSHING	Brit. str.	—	—	NIPPON YUSEN KAISHA	About 28th inst.
SHANGHAI	TAKASAKI MARU	Jap. str.	—	—	P. & O. S. N. Co.	On 27th inst., at Noon
SHANGHAI	DELANHA	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	On 28th inst., at Noon
SHANGHAI	KWONGSANG	Brit. str.	—	—	MELCHERS & Co.	On 29th inst.
SHANGHAI VIA NINGPO	YANCHING	Brit. str.	—	—	MELCHERS & Co.	About 2nd Dec.
SHANGHAI, YOKOHAMA & KOBE	SIAM	Dan. str.	—	—	OSAKA SHOSHUN KAISHA	On 3rd Dec., at 8 a.m.
SHANGHAI, YOKOHAMA & KOBE	BUKHO	Ger. str.	—	—	HAMBURG-AMERICA LINE	On 6th Dec.
SHANGHAI, YOKOHAMA & KOBE	BUKHO MARU	Jap. str.	—	—	P. & O. S. N. Co.	About 10th Dec.
SHANGHAI, YOKOHAMA & KOBE	YOSHIO MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On 7th Dec., p.m.
SHANGHAI, YOKOHAMA & KOBE	YOSHIO MARU	Jap. str.	—	—	JARDINE, MATHESON & Co. LD.	On 18th Dec., at Noon
SHANGHAI, YOKOHAMA & KOBE	KUNING	Brit. str.	—	—	HAMBURG-AMERICA LINE	On 17th Dec.
SHANGHAI, YOKOHAMA & KOBE	PARCELONA	Ger. str.	—	—	JATA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TUPANAS	Dut. str.	—	—	OSAKA SHOSHUN KAISHA	To-day, at 9 a.m.
ANPING VIA SWATOW, AMOY & TAKAO	SHOSHO MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 25th inst., at 10 a.m.
TAMBUI VIA SWATOW & AMOY	JOHNN MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 10 a.m.
SWATOW & SHANGHAI	IOHANG	Brit. str.	—	—	DOUGLAS LAFRAIK & Co.	On 1st Dec., at Noon
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at Noon
SWATOW, AMOY & POOCHOW	HAICHING	Brit. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 9 a.m.
HOIHOW & HAIPHONG	CHILLI	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	On 27th inst., at 4 p.m.
MANILA	TAMING	Brit. str.	—	—	SWANBY, TOMES & Co.	On 28th inst., at Noon
MANILA	RUH	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 1st Dec., at 4 p.m.
MANILA	TRAI	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	On 4th Dec., at 4 p.m.
MANILA	LONGSANG	Brit. str.	—	—	SWANBY, TOMES & Co.	On 1st Dec., at 4 p.m.
MANILA	ZALVO	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 27th inst., at Noon
CEBU & ILOILO	SUKKIANG	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	On 1st Dec., at Noon
SANDAKAN	FOESANG	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	On 27th inst., at 1 p.m.
SINGAPORE, PENANG & CALCUTTA	FOESANG	Brit. str.	—	—	JARDINE, MATHESON & Co. LD.	On 2nd Dec., at 1 p.m.
SINGAPORE, PENANG & CALCUTTA	KUENANG	Brit. str.	—	—	JATA-CHINA-JAPAN LINE	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TRIMARI	Dut. str.	—	—		

## NORTHERN PACIFIC LINE.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the  
United States of America and Canada and also for the Principal Ports in Mexico  
and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
KUMERIC	6,232	F. S. Cowley	On 17th December
INVERIC	4,789	J. Boyd	On 14th January, 09
BOVERIC	4,445	Mathis	On 11th Feb., 09

These Steamers are specially fitted for the carriage of Asiatic Steerage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

DODWELL & CO., LIMITED,  
GENERAL AGENTS,  
QUEEN'S BUILDINGS. 8

Hongkong, 20th October, 1908.

NORDDEUTSCHER LLOYD. BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ LUDWIG" Capt. v. BINZER	Wedday, 2nd Dec., at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"RUELOW" Capt. H. FORRENS	About Wedday, 2nd Dec.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. J. MYNSEN	Thursday, 3rd Dec., at 6 p.m.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,  
MEYER & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st November, 1908.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days  
Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel,  
12 DAYS YOKOHAMA to VANCOUVER,  
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA"	6,000	SATURDAY, 28th Nov. 19th Dec.
"EMPERESS OF INDIA"	6,163	WEDNESDAY, 9th Dec. 2nd Jan. 09
"EMPERESS OF JAPAN"	6,000	SATURDAY, 19th Dec. 8th Jan. 09
"EMPERESS OF CHINA"	6,000	SATURDAY, 16th Jan. 5th Feb. 09
"EMPERESS OF INDIA"	6,163	SATURDAY, 13th Feb. 5th March 09
"EMPERESS OF JAPAN"	6,163	TUESDAY, 2nd March 26th March 09

"EMPERESS" Steamships will depart from HONGKONG at 4 p.m.  
S.S. "EMPERESS OF CHINA" at 12 Noon.  
S.S. "EMPERESS OF JAPAN" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express and at QUEBEC with the C.P. NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register, thus providing a comfortable and speedy through route to Europe.  
Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
Intermediate on Steamers ..... \$40 " \$42

First Class rate to London includes cost of Meals and Berth in Sleeping Car while  
crossing the American Continent by Canadian Pacific direct Line.  
R.M.S. "EMPERESS" carries Intermediate Passengers only, at Intermediate rates  
affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China  
and Japan Government.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Fiddler Street and Praya, opposite Blak Pier.

## MESSAGERIES MARITIMES

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE

VIA SUEZ CANAL.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA

SHANGHAI.

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS" Capt. Guionnet	On 7th Dec. p.m.
MARSEILLES VIA PORTS	"ARMAND BEHIO" Capt. Guionnet	On 8th Dec.
SHANGHAI, KOBE & YOKOHAMA	"TONKIN" Capt. Charbonnel	On 21st Dec. p.m.
MARSEILLES VIA PORTS	"DUMBEA" Capt. Boyer	On 22nd Nov. 1 p.m.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta,  
Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.  
Through Tickets to London, via Paris, from \$27 10s. up to \$71 10s. 20 hours Railway  
from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.

For further Particulars, apply to—

P. NALIN, Acting Agent,  
Queen's Building. 9

Hongkong, 25th November, 1908

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
AUSTRALIA, INDIA, ADEN, EGYPT,  
MEDITERRANEAN PORTS,  
PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
BATAVIA, PENINSULAR GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.

## THE Steamship

"OCEANA,"  
Captain T. H. Hild, R.N., carrying His  
Majesty's Mails, will be despatched from this  
for Bombay, &c. on SATURDAY, the  
28th November, at Noon, taking passengers  
and cargo for the above ports in connection  
with the Company's s.s. "Moldavia," 3,500  
tons, from Colombo, passengers' accommodation  
in which vessel is secured before departure  
from Hongkong.

Silk and Valuable, all cargo for France and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London,  
other cargo for London, &c., will be conveyed  
via Bombay by the R.M.S. "OCEANA" due in  
London on the 9th January, 1909.

Passes will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 16th November, 1908.

MITSU BISHI DOCKYARD  
AND ENGINE WORKS,  
NAGASAKI.

CODE WORD: "DOCK."  
A.I. A.B.C. and Engineering Code Used  
NEW DOCK NOW OPEN.  
DOCK NO. 3.

Extreme Length ..... 722 feet  
Length on Blocks ..... 714  
Width of Entrance on Top ..... 88  
Width of Entrance on Bottom ..... 88  
Water on Blocks at Spring Tide ..... 34

DOCK NO. 1.  
Extreme Length ..... 523 feet  
Length on Blocks ..... 513  
Width of Entrance on Top ..... 88  
Width of Entrance on Bottom ..... 77  
Water on Blocks at Spring Tide ..... 64

DOCK NO. 2.  
Extreme Length ..... 371 feet  
Length on Blocks ..... 350  
Width of Entrance on Top ..... 66  
Width of Entrance on Bottom ..... 53  
Water on Blocks at Spring Tide ..... 22

PATENT SLIP.  
Suitable for vessels up to 1,000.

THE WORKS are well equipped with  
LATEST PLANTS AND APPLI-  
ANCES to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK OF MATERIALS is  
always kept on hand.

The COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice. [908]

## Cutler, Palmer &amp; Co.'s



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DEVANHA	About 28th Nov.	Freight and Passage.
LONDON via Usual Ports	OCEANA	Noon, 28th Nov.	By Special Arrangement
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MANZEL	SOMALI	On 2nd Dec.	Freight and Passage.
SHANGHAI, MOJI, KORE and YOKOHAMA	NILE	About 6th Dec.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 23rd November, 1908.

# CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"CHIHLI"	On 25th Nov., 9 A.M.
MANILA	"TAMING"	On 25th Nov., 4 P.M.
SWATOW and SHANGHAI	"ICHANG"	On 26th Nov., 10 A.M.
MANILA	"TEAN"	On 1st Dec., 4 P.M.
CEBU and ILOILO	"SUNGKIANG"	On 1st Dec., 4 P.M.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, OWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TAIYUAN"	On 18th Dec., 4 P.M.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage apply to—  
Hongkong, 25th November, 1908.BUTTERFIELD & SWIRE,  
AGENTS.

# INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"TUNGSHING"	Thursday, 26th Nov., 4 P.M.
SHANGHAI	"KWONGSANG"	Friday, 27th Nov., Noon.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 27th Nov., 1 P.M.
MANILA	"YUENSHING"	Friday, 27th Nov., 4 P.M.
SHANGHAI via NINGPO	"YATSHING"	Saturday, 28th Nov., Noon.
SANDAKAN	"MAUSANG"	Tuesday, 1st Dec., Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Wednesday, 2nd Dec., 1 P.M.
MANILA	"LOONGSANG"	Friday, 4th Dec., 4 P.M.
SHANGHAI, YOKOHAMA, KORE & MOJI	"KUISANG"	Wednesday, 16th Nov., Noon.

RETURN TOURS TO JAPAN.

The steamer "KUISANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kidat, Lahad, Davao, Singapore, Tawao, Uman, Joeselon and Labuan.

For Freight or Passage, apply to—  
Hongkong, 25th November, 1908.JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

# OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING via SWATOW	"SHOSHU MARU"	WEDNESDAY, 25th Nov., at 8 A.M.
AMOY & TAKAO	Capt. IJCHI	SUNDAY, 29th Nov., at 10 A.M.
TAMU via SWATOW	"JOSHIN MARU"	THURSDAY, 3rd Dec., at 8 A.M.
SHANGHAI via SWATOW	Capt. F. KASUBAKI	
AMOY & FOCHOOW	Capt. Y. FUSENO	

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with electric light. First-class Cabins Amidships. Unrivaled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1 Queen's Buildings.

Hongkong, 24th November, 1908.

T. ARIMA, Manager.

# HAMBURG-AMERIKA LINIE HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
to STRAITS and COLOMBO,  
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, YOKOHAMA & KORE:	FOR MARSILLES, HAVRE & HAMBURG:
S.S. ISTRIA ... 5th Dec.	S.S. SITHONIA ... 4th Dec.
S.S. BARCELONA ... 17th Dec.	FOR HAVRE, BREMEN & HAMBURG:
S.S. ANDALUSIA ... 27th Dec.	S.S. SEGOVIA ... 8th Dec.
S.S. SAXONIA ... 9th Jan., 09	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. SCANDIA ... 22nd Dec.

Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

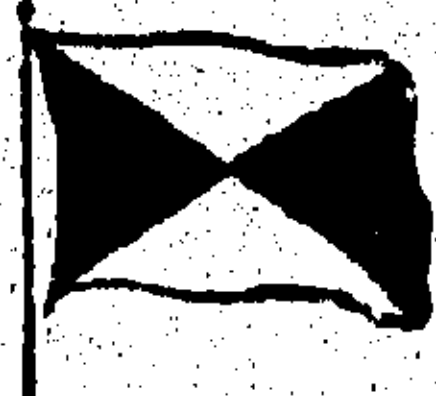
Hongkong, 14th November, 1908.

Hongkong Office.

# EAST ASIATIC CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI. RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOK. SWEDISH EAST ASIATIC CO., LD. GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KORE	"SIAM"	28th November.
MARSILLES, HAVRE and COPENHAGEN	"SIAM"	End of December.

For further Particulars, apply to  
Hongkong, 13th November, 1908.MELOHERS & CO.,  
AGENTS.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light, Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 28th Nov., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th Dec., Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 23rd November, 1908.

# CHARGEURS REUNIS

FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

# ALL ROUND THE WORLD LINE.

OUTWARD via Suez:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinwaite, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 Days.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.) Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.

Freight to Overland and Europe } via Vancouver  
Passengers to Overland and Europe } via Vancouver  
Yokohama to YANCOOVER 13 DAYS  
Yokohama to LONDON and PARIS 23 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

PROPOSED SAILINGS:

= CORSE ... 26th Nov. AMIRAL MAGON ... 4th March 09  
= AMIRAL DUPRE ... 11th Jan. 09

= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth cabins.

† Intermediate Class and Rates of Passage. All Round the World Tickets by these boats.

For further Particulars, apply to—

P. NALIN, Acting Agent,  
FRENCH MAIL OFFICE.

Hongkong, 12th November, 1908.

# NIPPON YUSEN KAISHA.

EXTRA SAILING EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON AND ANTWERP, via SINGAPORE,  
PENANG, COLOMBO AND PORT SAID.

The Co.'s Newly Built Passenger Steamer

# "HIRANO MARU."

(Sister ship to the well-known "KAMO MARU") tons 9,000 gross reg. Captain H. Fraser, will be despatched as above on WEDNESDAY, the 30th DECEMBER, at Daylight.

Every known comfort provided on board for travellers: First-class staterooms amidships comprising ordinary Two Berth Cabins, Single Berth Cabins and Full Suite. Elegant Dining Saloon, Drawing Room, Social Hall and Smoking Room. Electric Light and Electric Fans throughout. Barber Saloon, Dark Room and Laundry. Doctor and Stewards. Unexcelled service.

Cheapest passage rates to Europe and around the world.

For further particulars apply to—

NIPPON YUSEN KAISHA.

Hongkong, 24th November, 1908.

# NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID	HAKATA MARU Capt. T. Murai	WEDNESDAY, 8th Dec., at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KORE, YOKOHAMA and YOKOHAMA	KAGA MARU Capt. G. S. Leprank	TUESDAY, 8th Dec., at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	FRIDAY, 27th Nov., at Noon
YOKOHAMA and KORE	NILKO MARU Capt. A. P. Moses	THURSDAY, 24th Dec., at Noon
YOKOHAMA	NILKO MARU Capt. A. P. Moses	WEDNESDAY, 25th Nov., at Noon
SHANGHAI and KORE	TAKASAKI MARU Capt. A. Mosker	THURSDAY, 26th Nov., at Noon
KORE and YOKOHAMA	BINGO MARU Capt. A. Christensen	SATURDAY, 29th Nov., at Daylight

• Omitting Yokohama.  
• Fitted with Marconi's System of Wireless Telegraphy.  
• Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 23rd November, 1908.

T. KUSUMOTO,  
MANAGER.

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	AMOY	Second half of Nov.	JAVA	Second half of Nov.
TJILATJAP	—	—	JAVA	Second half of Nov.
TJIBODAS	JAPAN	First half of Dec.	JAVA	First half of Dec.
TJIPANAS	JAVA	First half of Dec.	SHANGHAI	First half of Dec.
TJILIWONG	JAVA	First half of Dec.	JAPAN	First half of Dec.
TJIKINI	JAVA	First half of Jan.	JAPAN	First half of Jan.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports via through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yerk Buildings, 1st Floor.  
Hongkong, 21st November, 1908.

Telephone No. 375.

# DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON  
THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS  
PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING.
"HAITAN"	SWATOW, AMOY & FOCHOOW.	FRIDAY, 27th Nov., at Noon.
"HAICHING"	SWATOW, AMOY & FOCHOOW.	TUESDAY, 1st Dec., at Noon.

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 25th November, 1908.

1579

# PENINSULAR & ORIENTAL STEAM NAVIGATION COY.

# S.S. "MACEDONIA."

10,500 TONS.

CAPTAIN C. D. BENNETT, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON  
VIA BOMBAY WILL LEAVE HONGKONG ON MARCH 20th, 1909, STAYING  
AT BOMBAY 24 HOURS ONLY AND IS DUE TO ARRIVE AT—MARSEILLES APRIL 17th.  
LONDON APRIL 24th.

FARES TO LONDON—

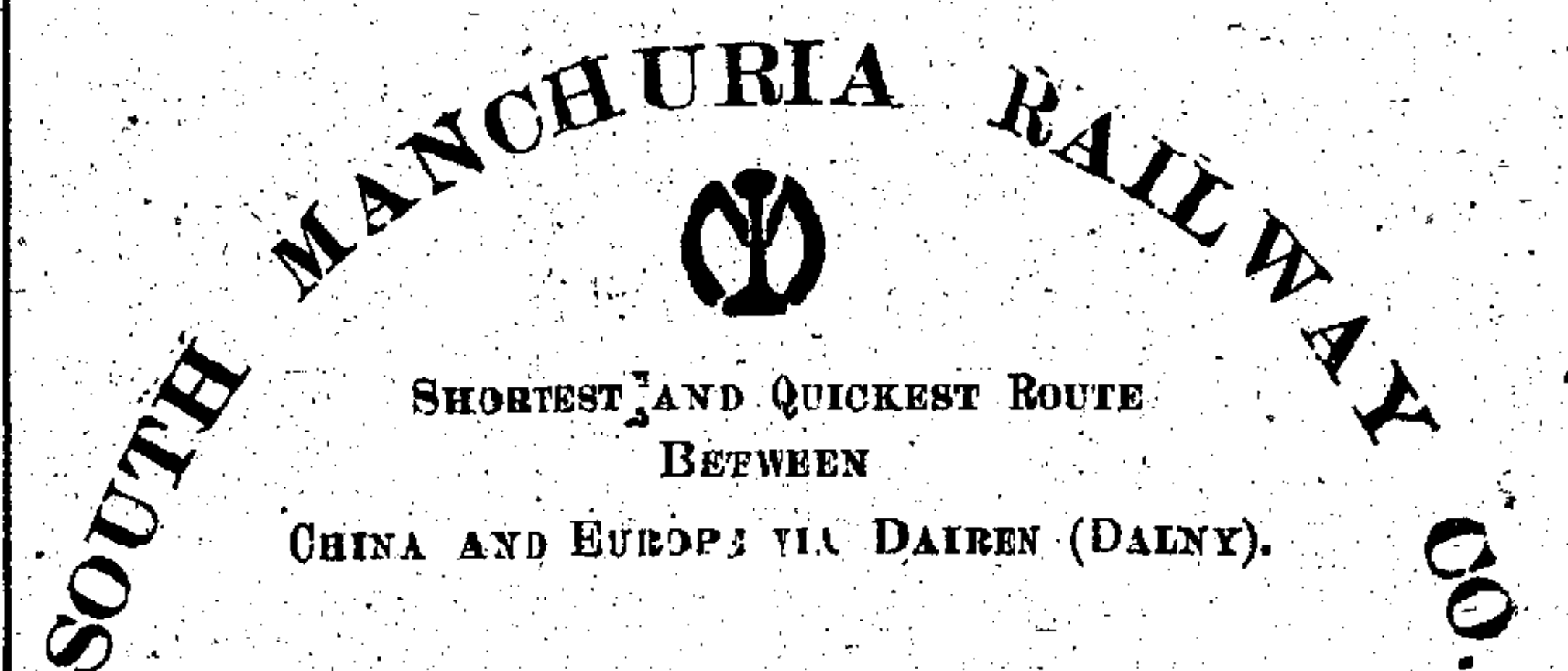
1st SALOON £71.10 SINGLE £106.14 RETURN.  
2nd " " £48.8 " £72.12

For further Particulars apply to—

E. A. HEWETT,  
SUPERINTENDENT.

Hongkong, 24th November, 1908.

1600

SHORTEST AND QUICKEST ROUTE  
BETWEEN

CHINA AND EUROPE VIA DAIREN (DALNY).

STEAMSHIP SERVICE—Regular Direct Weekly Service by the fast Passenger Steamer "KORO MARU" (2,877 tons) sailing from Dairen every Monday and from Shanghai every Friday, in connection with the South Manchuria Express and Trans-Siberian Route (International Train de Luxe).

MAIN RAILWAY LINE—Semi-Weekly Express Service from Dairen to Kwanohengtau in connection with Siberia Express trains at Harbin) by a train composed of excellent equipped Sleeping and Dining Cars expressly built for the Company by the Pullman Car Co. This Service is available after October 28th, 1908.

BRANCH RAILWAY LINES—For Eyojan (Port Arthur), 2 hours from Dairen.  
Yingkou Line—For Yingkou (Newchung), 2 hours from Tashichiao Junction.  
Fushun Line—For the famous Fushun Collieries from Sachiatun Junction.  
ANTUNG-HAIWEN LINE—A light railway from Mukden to Antung-Haiwan connecting with the Korean Government Railway.

RAILWAY HOTELS—"YAMATO" HOTELS (Tel. Add. "YAMATO").  
At DAIREN (Dalny), PORT ARTHUR and CHANGCHUN (KWANCHENG TZU), and also very shortly at MUKDEN, all managed by the Company and provided with every convenience, luxury, and comfort.

SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.  
Tel. Add. "MANITOU." Codes: A.B.C., 5th Ed., A.I. and Lieber's.

1203

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Chief Office:—LUDGATE CIRCUS, LONDON, E.C.  
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.

Head Office for the Far East—  
14, DES VUEUX ROAD  
HONGKONG.Japan Office:  
14, WATER STREET,  
YOKOHAMA.

20

MANAGER.



